

5114 Sea Mist Ct, San Diego, CA 92121 Phone 619-890-1253, Fax 619-374-7247

January 3, 2008

Mr. Craig Lorenz Eilar Associates 539 Encinitas Blvd. #206 Encinitas, CA 92024

SUBJECT: Cumulative Traffic Letter Report for P04-058 (Country Gardens II)

Dear Mr. Lorenz:

This letter report has been prepared to address San Diego County's concern about the potential for a cumulative traffic impact with the construction of P04-058, which is a 49 bed assisted living facility for the elderly. The facility is solely for Alzheimer and Dementia patients, who do not drive.

This analysis includes documentation of site-specific project traffic generation (based on traffic data collected at an existing Alzheimer and Dementia facility in Fallbrook), the anticipated distribution, project traffic assignment, existing roadway conditions and operations adjacent to the project site (without and with the project), a corner sight distance analysis, and an intersection spacing analysis.

The vacant project site is located in Fallbrook on the west side of S. Mission Road between Olive Hill Road and Green Canyon Road as shown in **Figure 1.** A site plan is shown in **Figure 2**. All figures are located at the end of the text.

## STUDY AREA ROADWAYS AND EXISTING TRAFFIC VOLUMES

The study area included S. Mission Road adjacent to the project site. <u>S. Mission Road</u> from E. Mission Road to SR-76 is classified as a *Major Road with Bike Lanes* on the County Circulation Element map (a copy of the County Circulation Element map is included in **Attachment A**). This section of roadway generally has a pavement cross-section of approximately 32 feet with one travel lane (about 12 feet in width) and adjacent bike lane (about 4 feet in width) in each direction. Along the project frontage, the roadway generally has a pavement cross-section of approximately 44 feet with one travel lane (about 12 feet in width) and adjacent bike lane (about 4 feet in width) in each direction with a painted center two way left turn lane of approximately 10 feet in width. A daily traffic volume of 19,822 was collected on 5/17/05. The posted speed limit is 50 Miles Per Hour (MPH) with a northbound 85<sup>th</sup> percentile speed of 55.5 MPH and southbound 85<sup>th</sup> percentile speed of 59.5 MPH. The existing daily traffic volume on S. Mission Road adjacent to the project was collected on Tuesday, May 17, 2005.

Overland Trail is not classified on the County Circulation Element map. Overland Trail is a roadway between S. Mission Road and Olive Hill Road in the vicinity of the project site. Residences on Overland Trail can access both S. Mission Avenue and Olive Hill Road. A daily traffic volume of 162 was collected during the week of September 27<sup>th</sup>, 2005. A sign is posted on Overland Trail near S. Mission Avenue that states "Private Road No Trespass or Thru Traffic 2821-2909 Overland Only". A field visit was conducted to determine if this roadway is gated as shown in current Thomas Guides (roadway map atlas). The field visit concluded that there is no gate on Overland Trail between S. Mission Road and Olive Hill Road. A field visit was also conducted by TBNC, which concluded that no gate or gate hardware was found. TBNC findings are included in **Attachment B**.

The existing daily traffic volumes, existing roadway conditions, and 85<sup>th</sup> percentile speeds are shown in **Figure 3.** Copies of the data are included in **Attachment C**.

### PROJECT DESCRIPTION AND TRAFFIC GENERATION

The project (P04-058) is a new 49 bed assisted living facility for the elderly. The facility is solely for Alzheimer and Dementia patients, who do not drive and unfortunately have limited visitors. The project site of approximately 2 acres is currently vacant.

Traffic generation for the project was calculated from an existing Alzheimer and Dementia facility. The existing facility is owned and operated by the applicant and is located at 1504 Hillcrest Lane in Fallbrook, California. The existing facility has 14 beds, all of which are occupied. Three days of traffic volume data were collected at the existing facility on Hillcrest Lane on Tuesday (9/27/05), Wednesday (9/28/05), and Thursday (9/29/05). The average daily rate was calculated at 16 ADT for 14 beds. The rate per bed is calculated at 1.14 ADT/Bed. The traffic data and picture of the existing facility are included in **Attachment D**. The daily traffic generation for the 49 bed facility is calculated at 56 ADT based on the existing facility rate of 1.14 ADT/bed as shown in **Table 1**.

TABLE 1 PROJECT TRAFFIC

Proposed Land Use	ADT Rate	Size &	Units	ADT
Alzheimer and Dementia Care Facility	1.14 /Bed	49	Beds	56

Source: Rate calcualted from existing Alzheimer and Dementia facility at 1504 Hillcrest Lane, Fallbrook, California.

### PROJECT DISTRIBUTION AND ASSIGNMENT

Fifty percent (50%) of the project trips were assigned to/from the north on S. Mission Road and fifty percent (50%) were assigned to/from the south on S. Mission Road based on discussions with the applicant. The project distribution and daily traffic volume assignment are shown in **Figure 4**.

## COUNTY SIGNIFICANCE CRITERIA

Based on the County of San Diego *Guidelines for Determining Significance*, a project may have a direct and or cumulative impact if the significance criteria is exceeded as shown in **Table 2**.

TABLE 2 COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS

	Measures of Significant Project Impacts to Congestion														
		Allowable	Increases	on Congested Roads and Intersecti	ons										
	Ro	ad Segme	nts	Intersection	ons										
Operations	2-Lane	4-Lane	6-Lane	Signalized	Unsignalized										
	Road	Road	Road												
LOS E	200	400	600	Delay of 2 seconds	20 peak hour trips on a										
	ADT	ADT	ADT		critical movement										
LOS F	100	200	300	Delay of 1 second, or 5 peak	5 peak hour trips on a										
	ADT	ADT	ADT	hour trips on a critical movement	critical movement										

Source: County of San Diego *Guidelines for Determining Significance* Table 1 from page 9. Note: A critical movement is one that is experiencing excessive queues. By adding proposed project trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

A direct impact would occur when the significance criteria is exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a <u>direct traffic impact</u>. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) build-out of all near term projects will result in a cumulative traffic impact and 2) the amount of traffic generated by the individual proposed project contributes (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a <u>cumulative traffic impact</u>.

## **SEGMENT ANALYSIS**

A segment analysis on S. Mission Road was prepared to document existing, and existing + project conditions. Under existing + project conditions, <u>no direct traffic impacts</u> were calculated because the project adds 28 ADT to S. Mission Road north of the project and 28 ADT to S. Mission Road south of the project, which is less than the allowable increase of 100 ADT on a 2 lane congested (LOS F) roadway as shown previously in Table 2. The segment analysis is summarized in **Table 3.** 

TABLE 3 SEGMENT ANALYSIS

Street Segment	S. Mission Road	S. Mission Road
From	Green Canyon Road	Project
То	Project	Olive Hill Road
Roadway Classification	Major	Major
Bike Lanes Classification	Yes	Yes
# of Lanes Currently Built	2	2
LOS E Capacity	16,200	16,200
Existing		
Daily Traffic Volume	19,822	19,822
Volume to Capacity	1.224	1.224
Level of Service	F	F
Project ADT	28	28
Existing+Project		
ADT	19,850	19,850
Volume to Capacity	1.225	1.225
Level of Service	F	F
Project Increase in V/C	0.002	0.002
Direct Project Impact?	No	No

Source: LOS Engineering, Inc.

## PROJECT CORNER SIGHT DISTANCE

Project access is proposed from two driveways on S. Mission Road. Left turns into the project driveways will be able to leave the travel lane and use the existing center two way left turn lane along the project frontage. The county of San Diego corner sight distance requirements for the project are summarized below in **Table 4**.

TABLE 4 CORNER SIGHT DISTANCE SUMMARY

COMMENDATION DIST	II (CL DOMINII II)	L		
Driveway	Observed	85 <sup>th</sup>	County Minimum Corner	County
Location	Direction When	Percentile	Sight Distance <sup>1</sup>	Minimum
	Leaving	Speed		Corner Sight
		(MPH) <sup>1</sup>		Observed?
North Project Driveway	Looking North	60	600	Yes
on S. Mission Road	Looking South	56	560	Yes
South Project Driveway	Looking North	60	600	Yes
on S. Mission Road	Looking South	56	560	Yes <sup>2</sup>

Source: <sup>1</sup>County of San Diego Department of Public Works *Public Road Standards* July 14, 1999. <sup>2</sup>Possible sight distance obstruction from future vegetation growth.

As shown in Table 4, the corner sight distance was observed at both driveways in both directions; however, the south driveway may have a possible corner sight distance obstruction by future vegetation growth on the southwest corner of S. Mission Road and Overland Trail. Due to the excessive rains this last winter and spring, the extra vegetation growth may not be typical. A picture of the sight distance obstruction is included in **Attachment E**. A clear space easement will by submitted under separate cover by the applicant after the final driveway design is approved by County staff.

## PROJECT ACCESS, STRIPING AND SIGNING, & DRIVEWAY SPACING AND WIDTH

Project access is proposed via two driveways on S. Mission Road. Northbound left-turn movements into the project driveways can be accomplished from the center two way left turn lane along the project frontage. The center two way left turn lane is shown on the site plan. A

copy of a striping and signing plan prepared by a separate consultant is included in **Attachment F**.

The San Diego County intersection spacing requirements state that alignment or 300 feet spacing is required between a circulation roadway and a non-circulation roadways. The project driveways are considered non-circulation roadways. The two project driveways are proposed to be constructed 300 feet apart as shown on the site plan.

The proposed 40' southern driveway is based on a request by County staff as documented in the meeting notes dated 7/21/04 of which a copy is included in **Attachment G**.

### OVERLAND TRAIL TRAFFIC VOLUMES AND REALIGNMENT

The existing traffic volume on Overland Trail is 162 ADT. A future traffic volume is not available on the San Diego Association of Governments (SANDAG) website for Overland Trail, because this is a minor roadway. The segment of Overland Trail closer to S. Mission Road is almost completely populated by developed lots. Several undeveloped lots appear to exist along Overland Trail closer to Olive Hill Road. Based on the quality of the roadway, traffic closer to Olive Hill Road would most likely travel toward Olive Hill Road rather than towards S. Mission Road. There does not appear to be an existing or proposed traffic generator that would create a significant increase in future volumes on Overland Trail.

Overland Trail is proposed to be realigned into the south project driveway before reaching S. Mission Road as shown on the site plan. The realignment will eliminate the existing skewed alignment of Overland Trail with S. Mission Road. In a comment letter dated January 30, 2006, County staff requested that 1) the proposed intersection would reside completely within the project site and outside of the ultimate right-of-way for S. Mission Road, and 2) appropriate separation should be provided to avoid stacking onto the public road. A figure showing that the proposed intersection as it resides completely outside the ultimate right-of-way for S. Mission Road is shown in **Attachment H**. A queuing analysis was prepared using Synchro 6.0 (Trafficware Corporation, 2003) software. The 95<sup>th</sup> percentile queue for egress vehicles from the project driveway onto S. Mission Road was at most 1 vehicle; therefore, on-site vehicle queuing is not calculated to exceed the 20 feet between the ultimate S. Mission Road ROW and the realigned Overland Trail on-site intersection (intersection volumes and calculations included in Attachment H).

## **CONCLUSION**

The project (P04-058) is a new 49 bed assisted living facility for the elderly calculated to generate 56 ADT. Under existing + project conditions, no direct traffic impacts were calculated because the project adds 28 ADT to S. Mission Road north of the project and 28 ADT to S. Mission Road south of the project, which are less than the allowable increase of 100 ADT on a 2 lane congested (LOS F) roadway.

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This

program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement project funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNET, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 56 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF project is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program describe above, will mitigate potential cumulative impacts to less than significant.

In summary, it is recommended that the project applicant shall:

- 1) Obtain any required construction and encroachment permits for all work along the project frontage within the County's right-of-way.
- 2) Pay into the TIF program based on 56 ADT to mitigate any cumulative traffic impacts. The TIF cost per trip for Fallbrook is \$904.92 (\$10,859 per EDU, were 1 EDU = 12 ADT; therefore, 1 ADT = \$904.92 **Attachment I**). The applicant understand that the TIF program costs are subject to change as the TIF is updated annually and the fees are adjusted to reflect the engineering cost index. A letter from the applicant agreeing to the TIF program is also included in Attachment I. The total fee for this project is calculated at \$50,675.52 (56 ADT x \$904.92).
- 3) Prepare a new traffic study if the proposed use would ever change from an Alzheimer and Dementia patient care facility.

Please call me at (619) 890-1253 if you have any questions.

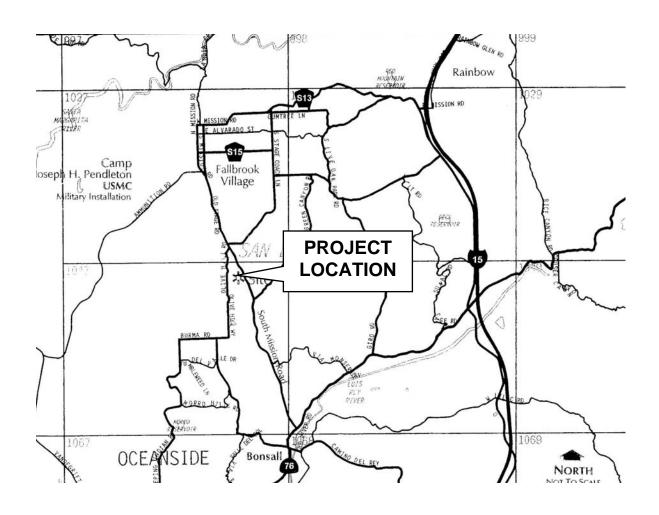
Sincerely,

LOS Engineering, Inc.

Justin Rasas, P.E. (RCE 60690), PTOE

Principal and Officer of LOS Engineering, Inc.

Attachments



**FIGURE 1: Project Location** 

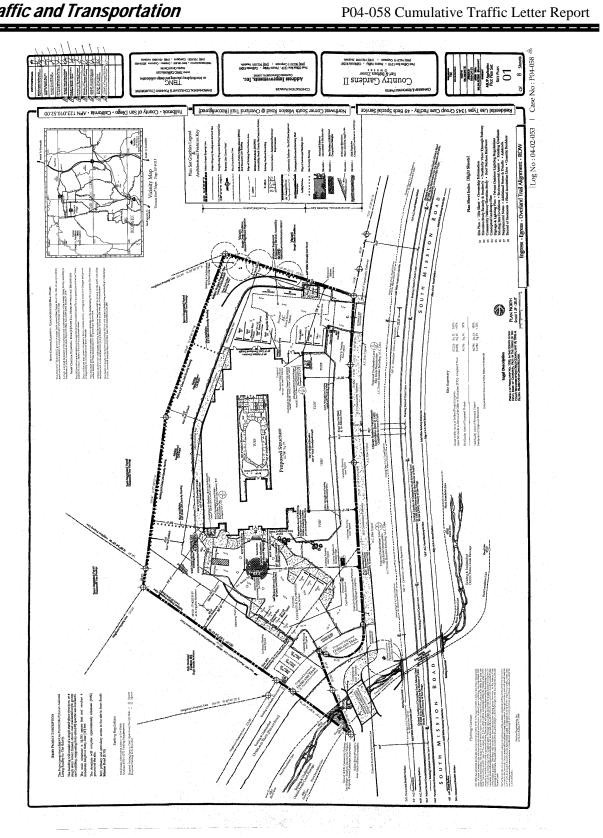
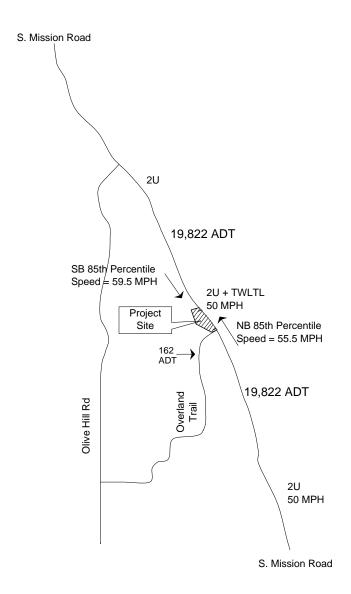


FIGURE 2: Site Plan



#### LEGEND

2U Two Lane Undivided Roadway

TWLTL Two Way Left Turn Lane

ADT Average Daily Traffic volume



FIGURE 3: Existing Conditions and Existing Traffic Volumes

No Scale

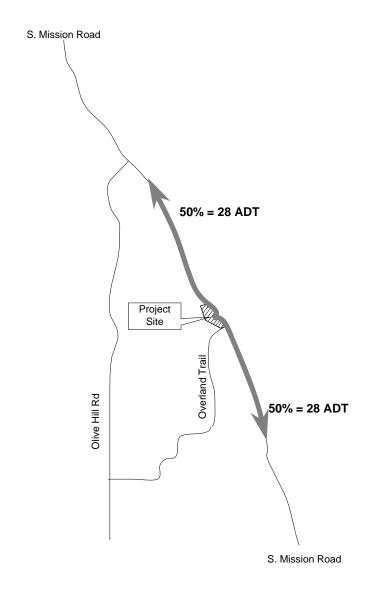


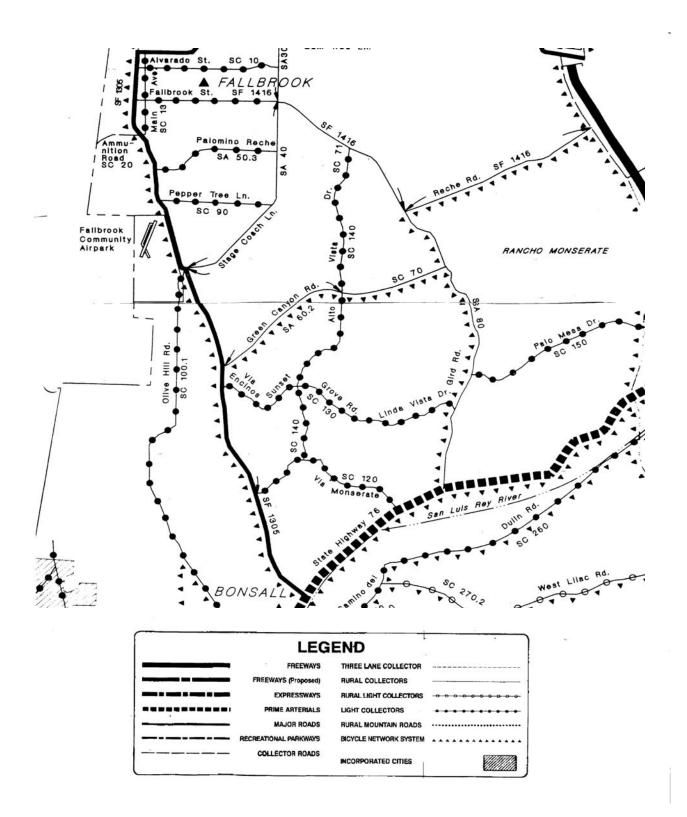
FIGURE 4: Project Traffic Distribution and Assignment

**LEGEND** 

Regional distribution

# **ATTACHMENT A**

# COUNTY OF SAN DIEGO CIRCULATION ELEMENT MAP AROUND STUDY AREA



# **ATTACHMENT B**

# TBNC OVERLAND TRAIL FIELD VISIT FINDINGS

## **TBNC**

an interdisciplinary planning & design collaborative

#### www.TBNC-California.com

7040 Avenida Encinas · Suite 104.299 · Carlsbad · California 92011.4653

760 729.9231 Corporate • [760] 434.5869 Facsimile

Date of Exhibit

September 27, 2005

Subject Project

County Gardens II

APN 123-010-52

Fallbrook · California

Subject Support

MUP Application P04-058

Discipline Support

:

Traffic Impact Report [TIR]

Specific Support

Clarification of "GATE" Conditions as Depicted Upon Thomas Bros. Map

Page 1047 @ H.1

Further Identified as at the Mid-Section of Overland Trail [a Private Road], Generally Located at the 2800-2900 Block, Community of Fallbrook, County

of San Diego [North].

Field Reconnaissance:

A site visit was conducted during the morning of Monday, September 19, 2005, between the hours of 09:45 - 11:15, and no "gate" hardware or fence material was found upon the mid-section of Overland Trail roadway surfaces

as depicted upon the Thomas Bros.® Map Page 1047 @ H.1

Field sketches were generated of two [2] general locations that may at one time featured a "gate" system or "gate" hardware, and recorded various "found" component/elements in the immediate area. The filed sketches are

enclosed with this report.

Additionally, a series of 35mm color photographs were exposed to further document the specific area. Certain 35mm color photographs of the series

are enclosed with this report.

Summation

No evidence of a "Gate" in place upon Overland Trail.

Sincerely submitted,

Tom Edgemon

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Thomas Bros.® Map Page 1047 @ H.1

Copy Sheet Copy Sheet Field Sketch "Northerly Site" @ 09.19.05 Field Sketch "Southerly Site" @ 09.19.05

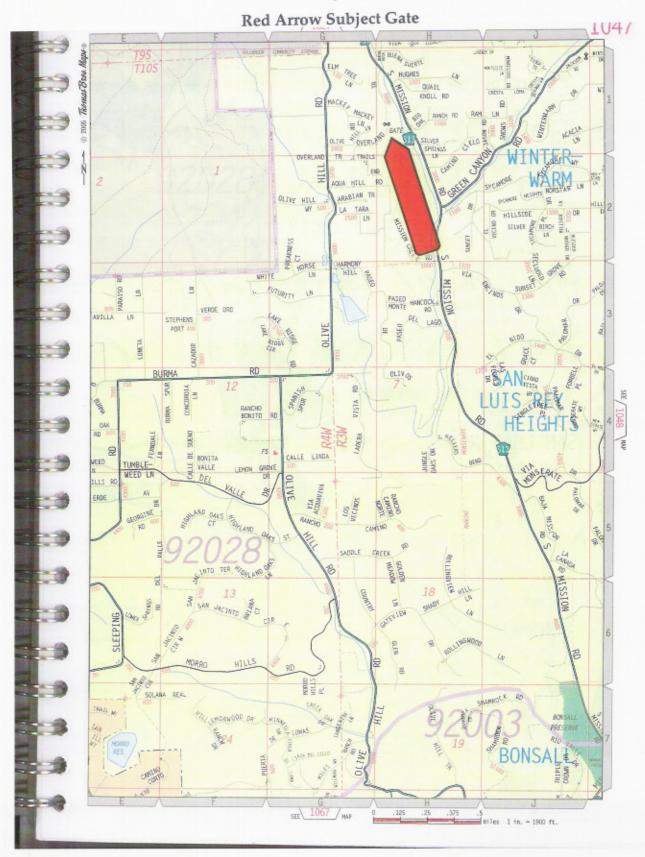
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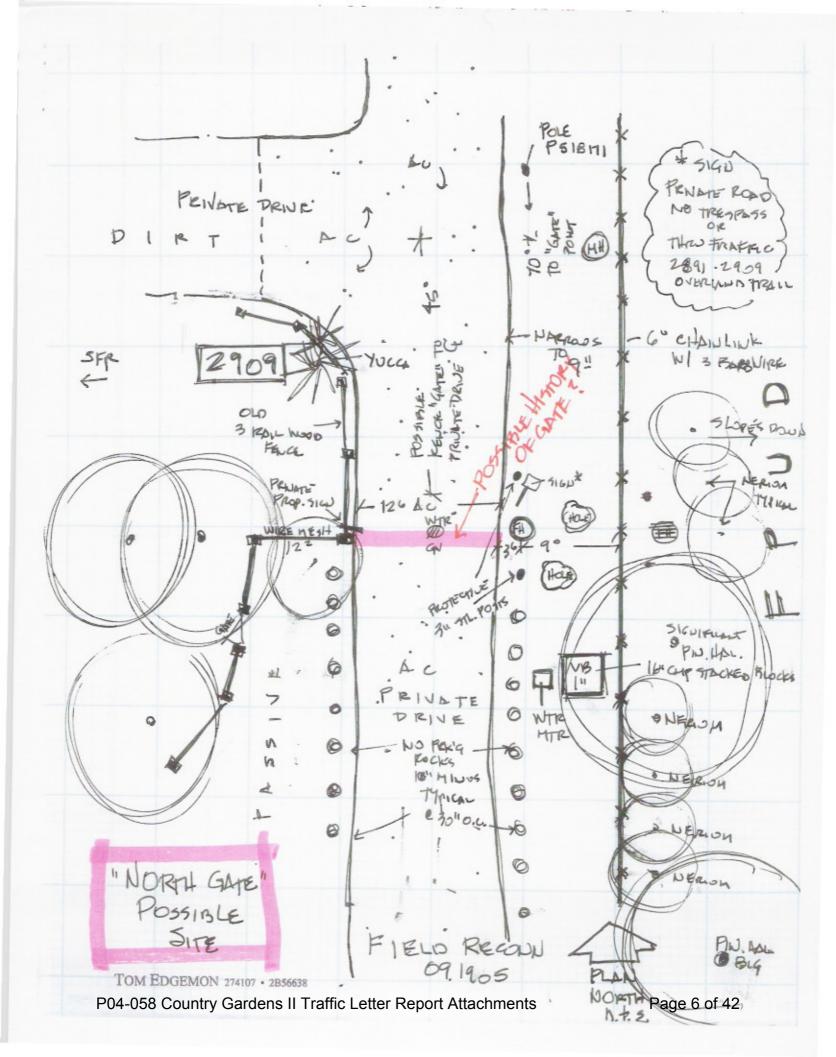
Copies

Representational 35mm Color Field Reconnaissance Photographs Exposed 09.19.05

## EXHIBIT

Traffic Impact Report [TIR]
Middle Section Overland Trail "Gate" Clarification @ 09.27.05
Thomas Bros.® Map Page 1047 @ H.1



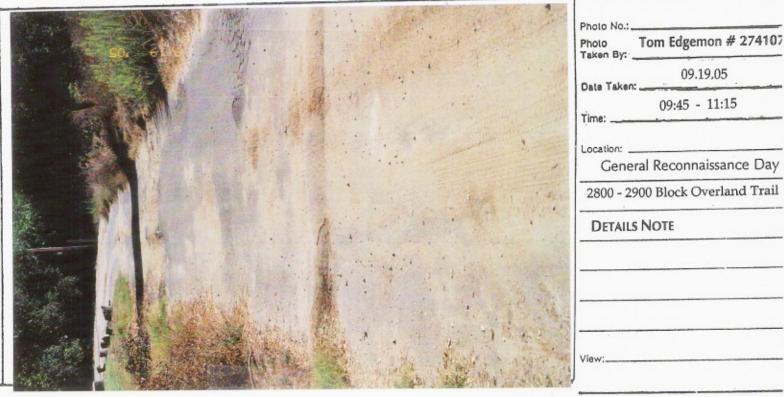


" 2943" C CORNER NEW HLDG. PAD 927 FOUND FD 1/24 REBUR ALDRIVE POLE P 230 170 CIR 232 2931 ¥ 25 KVA 126€ ELACE OF PAVILLE Hemonoly's EDGE OF PAVING CHRON FEWCER 5 · QUERCUS W NERNA N PID. HOL 0 18 MINS V ROUL 205 ZYII CUT STUMPS TO FENCE CH. LINK W/ 3 80183 TO BUY PERCE SSIVE O'HEAD UTLITIES GUERG 4 POSSIBLE P04-058 Country Gardens II Traffic Letter Report Attachments HELD RECOUND 09.19.05 Page 7 of 42

Field Study File Photography Record

Country Gardens II MUP Application P04.058: Zinner, Karl & Barbara APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"



An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



Photo Tom Edgemon # 274107 Taken By: . 09.19.05 Date Taken: -09:45 - 11:15 Location: 100 General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIEW SOUTHERLY

REPORT POINT C

Additional Information:

an interdisciplinary planning and design collaborative TRESTURS FOR INPhotographic Series Page

Field Study File Photography Record

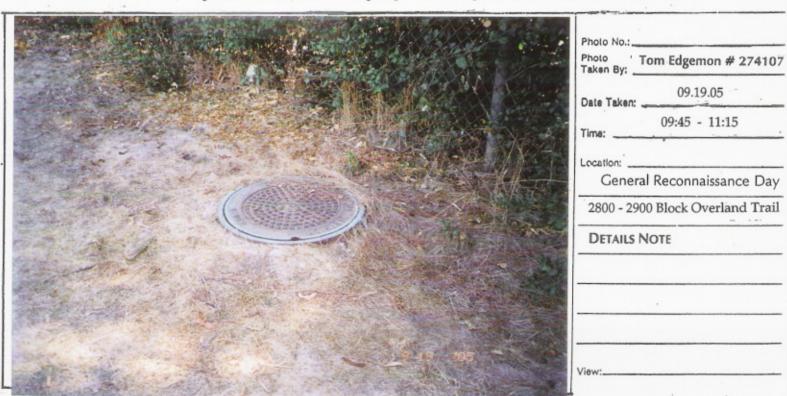
MUP Application P04.058: Zinner, Karl & Barbara APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"



Photo No.:
Photo Tom Edgemon # 274107
09.19.05
09:45 - 11:15
Location: SOUTH GATE?
General Reconnaissance Day
2800 - 2900 Block Overland Trail
DETAILS NOTE
TREE STULPS (249)
PLACED FOR
TRAVEL OBTRUGICAL
View:

Abstract: An Element of the Compréhensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



P04-058 Country Gardens II Traffic Letter Report Attachments Photographic Series age 9 of 42 Of 1

Field Study File Photography Record

Country Gardens II MUP Application P04.058: Zinner, Karl & Barbara

APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"



Photo No.: Tom Edgemon # 274107 Photo Taken By: 09.19.05 Date Taken: \_ 09:45 - 11:15 "SOUTH GATE!" General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIEW NORTHERLY OF OUERLAND TRAIL THROUGH MEREA OF View POSSIBUE GATE

Abstract: An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



Photo No.: Tom Edgemon # 274107 Taken By: 09.19.05 Date Taken: ... 09:45 - 11:15 Location: 1500TH GATE General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIENSOUTHERLYON

TBNC
an P04:058 Country Gardens UnTraffic Letter Report Attachments Photographic SPage 10 of 42 of 13

Field Study File Photography Record

Country Gardens II MUP Application P04.058: Zinner, Karl & Barbara

APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"

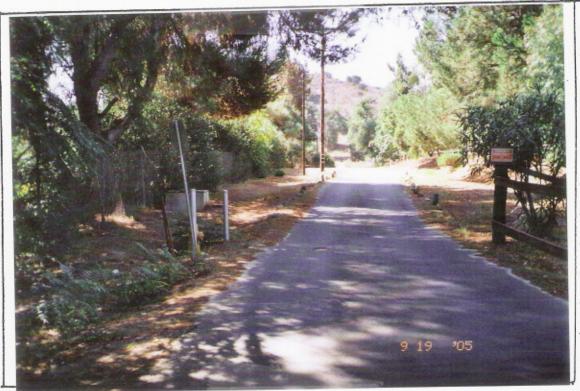


Photo No.: Tom Edgemon # 27410; Photo Taken By: 09.19.05 Date Taken: .. 09:45 - 11:15 Time: \_ Location: IN ORTH GAME General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIEW SOUTHERLY ON OVERLANDTRAIL POSS BUE GATE

An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



Photo No.: Tom Edgemon # 274107 Photo Taken By: 09.19.05 Date Taken: \_\_ 09:45 - 11:15 Location: NORTH GATE? General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIEW NORTHERLY ON OVERLANDTRAIL THROUGHTAREA OF VIOROSSIBLE GATE H510124

P04-058 Country Gardens II Traffic Letter Report Attachments Photographic Seges 11 of 42 Of 13

Field Study File Photography Record

Country Gardens II MUP Application P04.058: Zinner, Karl & Barbara APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"

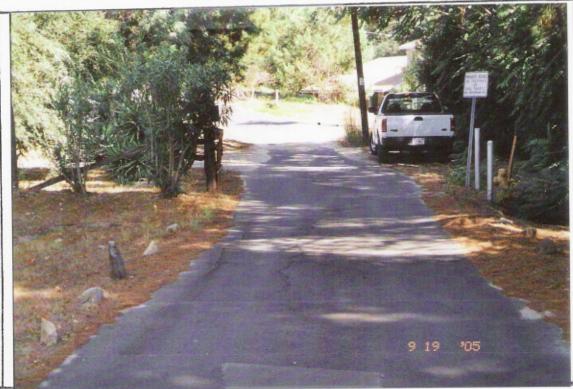


Photo No.: Tom Edgemon # 27410: Photo Taken By: 09.19.05 Date Taken: 09:45 - 11:15 Location: General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** VIEW NORTHERNY ON OVERLAND TRAILC POINT OFFOSSIBLE VIOW: GATE HISTORY

An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



Photo No.:, Tom Edgemon # 274107 Photo Taken By: 09.19.05 Date Taken: . 09:45 - 11:15 Location: NORH GARE? General Reconnaissance Day 2800 - 2900 Block Overland Trail DETAILS NOTE RED APROW POSSIGLE POINT OF FORMER "GATE" C FENCE GRAFER ON View: 2909 OVERLA

Additional Information:

Field Study File Photography Record

Country Gardens II MUP Application P04.058: Zinner, Karl & Barbara

APN: 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros.® Map "GATE"



Photo No.: Tom Edgemon # 27410: Photo Taken By: 09.19.05 Date Taken: \_ 09:45 - 11:15 "NORTH GATE General Reconnaissance Day 2800 - 2900 Block Overland Trail DETAILS NOTE LONG VIEW SOUTHERLY UPON OVERLAWDTRAIL " POSSIBLE FORMER GATE SITE.

Abstract: An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



Photo Tom Edgemon # 274107 09.19.05 Date Taken: .... 09:45 - 11:15 Location: General Reconnaissance Day 2800 - 2900 Block Overland Trail **DETAILS NOTE** SEWREGATE @ STERLY SIDE

idditional information:

P04-058 Country Gardens II Traffic Letter Report Attachments
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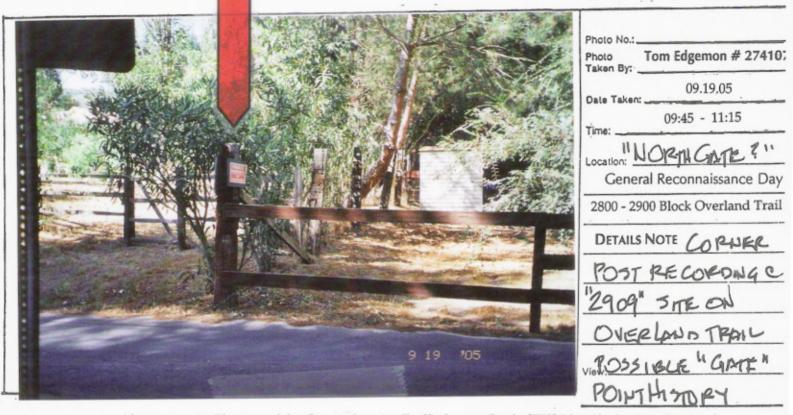
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Record

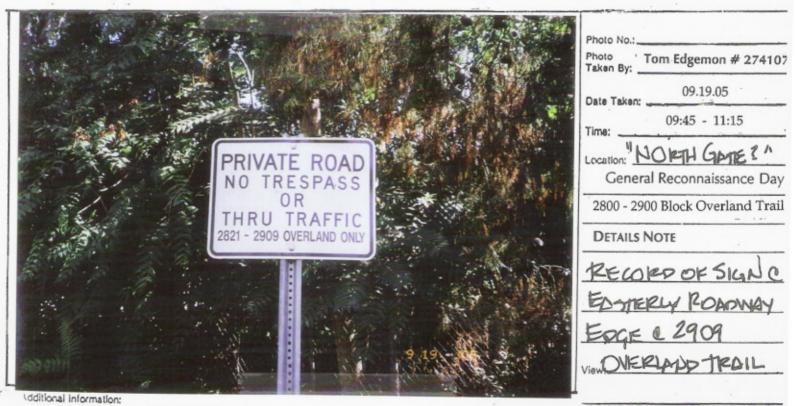
Field Study File Photo

MUP Application P04.058 : Zinner, Karl & Barbara
APN : 123.010.52.00

TBNC WORK ORDER: Study Thomas Bros. Map "GATE"



Abstract: An Element of the Comprehensive Traffic Impact Study [TIS] Identify the Area Depicted Upon the Thomas Bros.® Map Page 1047 H.1 Specific Reconnaissance "GATE"



TBNC
an P.04-058 Country Gardens II Traffic Letter Report Attachments Photographic seage 14 of 422 of 13

# **ATTACHEMENT C**

# **COUNT AND SPEED DATA**

## **Vehicle Counts**

### VehicleCount-378.1.1-NB

**Datasets:** 

Site: [1.1] South Mission Road n/o Overland Trail
Direction: 7 - North bound A>B, South bound B>A., Lane: 0

**Survey Duration:** 16:32 Friday, May 13, 2005 => 11:57 Thursday, May 19, 2005

File: UM1.1519.EC0 (Plus)

Identifier: N0378XKS MC56-L4 [MC55] (c)Microcom 19Sep03

Algorithm: Factory default

**Data type:** Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: 0:00 Tuesday, May 17, 2005 => 0:00 Wednesday, May 18, 2005

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:5 - 100 mph.Direction:North (bound)Separation:All - (Headway)Name:Factory default profile

Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 9822 / 37728 (26.03%)

## \* Tuesday, May 17, 2005 - Total=9822, 15 minute drops

_	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
_	65	39	21	30	30	107	317	719	563	494	458	497	552	586	618	843	801	836	698	480	372	339	240	117	
	19	18	6	6	5	13	46	156	132	139	96	123	138	141	143	219	192	183	189	130	83	95	65	33	-
	18	6	4	15	6	24	70	178	139	117	111	121	139	121	140	198	197	219	201	119	93	108	68	31	-
	11	9	7	2	7	40	88	213	132	114	113	123	140	160	156	207	217	218	164	120	105	76	62	36	-
	17	6	4	7	12	30	113	172	160	124	138	130	135	164	179	219	195	216	144	111	91	60	45	17	-

AM Peak 0700 - 0800 (719), AM PHF=0.84

## **Vehicle Counts**

### VehicleCount-378.1.1-SB

Datasets:

Site: [1.1] South Mission Road n/o Overland Trail
Direction: 7 - North bound A>B, South bound B>A., Lane: 0

**Survey Duration:** 16:32 Friday, May 13, 2005 => 11:57 Thursday, May 19, 2005

File: UM1.1519.EC0 (Plus)

Identifier: N0378XKS MC56-L4 [MC55] (c)Microcom 19Sep03

Algorithm: Factory default

**Data type:** Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: 0:00 Tuesday, May 17, 2005 => 0:00 Wednesday, May 18, 2005

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:5 - 100 mph.Direction:South (bound)Separation:All - (Headway)Name:Factory default profile

Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10000 / 37728 (26.51%)

### \* Tuesday, May 17, 2005 - Total=10000, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	18	22	32	108	497	643	774	647	644	539	543	582	545	623	763	706	682	503	367	290	264	121	59	
8	5	3	3	14	75	137	180	168	160	116	135	156	133	143	215	174	189	140	95	78	82	34	23	-
11	6	6	10	22	122	171	180	170	167	146	127	147	119	158	195	181	172	141	104	76	96	39	17	-
5	2	6	10	37	152	156	216	166	154	149	140	117	147	157	181	168	174	124	90	72	51	23	12	-
4	5	7	9	35	148	179	198	143	163	128	141	162	146	165	172	183	147	98	78	64	35	25	7	-

AM Peak 0700 - 0800 (774), AM PHF=0.90

# **Speed Statistics**

SpeedStat-378.1.1-NB

**Site:** 1.1.0SN

Description: South Mission Road n/o Overland Trail

Filter time: 0:00 Tuesday, May 17, 2005 => 0:00 Wednesday, May 18, 2005

**Scheme:** Vehicle classification (Scheme F99)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(N) Sp(5,100) Sep(>0)

Vehicles = 9822

Posted speed limit= 50 mph, Exceeding = 5795 (59.00%), Mean Exceeding = 54.04 mph

Maximum = 87.4 mph, Minimum = 7.3 mph, Mean = 50.9 mph

85% Speed = 55.5 mph, 95% Speed = 58.8 mph, Median = 50.8 mph

**10 mph Pace =** 46 - 56, **Number in Pace =** 7135 (72.64%)

Variance = 26.30, Standard Deviation = 5.13 mph

## **Speed Bins**

Spe	ed	l B	in	l B∈	elow	l A	oove	Energy	vMult	vMult   n * vMult			
0 -	5	1 0	0.0%	(	0.0%	982	2 100.0%	0.00	0.00	0.00			
5 -	10	1	0.0%	1	0.0%	982	L 100.0%	0.00	0.00	0.00			
10 -	15	4	0.0%	5	0.1%	981	7 99.9%	0.00	0.00	0.00			
15 -	20	4	0.0%	9	0.1%	981	3 99.9%	0.00	0.00	0.00			
20 -	25	2	0.0%	11	0.1%	981	L 99.9%	0.00	0.00	0.00			
25 -	30	12	0.1%	23	0.2%	979	99.8%	0.00	0.00	0.00			
30 -	35	29	0.3%	52	2 0.5%	977	99.5%	0.00	0.00	0.00			
35 -	40	137	1.4%	189	1.9%	963	3 98.1%	0.00	0.00	0.00			
40 -	45	866	8.8%	1055	10.7%	876	7 89.3%	0.00	0.00	0.00			
45 -	50	2972	30.3%	4027	7 41.0%	579	5 59.0%	0.00	0.00	0.00			
50 -	55	4025	41.0%	8052	82.0%	177	18.0%	0.00	0.00	0.00			
55 <b>-</b>	60	1454	14.8%	9506	96.8%	31	5 3.2%	0.00	0.00	0.00			
60 -	65	259	2.6%	9765	99.4%	1 5	7 0.6%	0.00	0.00	0.00			
65 -	70	41	0.4%	9806	99.8%	1	5 0.2%	0.00	0.00	0.00			
70 -	75	13	0.1%	9819	100.0%		3 0.0%	0.00	0.00	0.00			
75 -	80	2	0.0%	9821	100.0%	1	L 0.0%	0.00	0.00	0.00			
80 -	85	1 0	0.0%	9821	100.0%	1	L 0.0%	0.00	0.00	0.00			
85 -	90	1	0.0%	9822	2 100.0%		0.0%	0.00	0.00	0.00			
90 -	95	1 0	0.0%	9822	2 100.0%	1	0.0%	0.00	0.00	0.00			
95 -	100	1 0	0.0%	9822	2 100.0%	1	0.0%	0.00	0.00	0.00			

**Total Speed Rating = 0.00** 

Total Moving Energy (Estimated) = 0.00

## **Speed limit fields**

	Limit		Bel	OW	l	Above				
0	50 (PSL)	T	4027	41.0%		5795	59.0%			

# **Speed Statistics**

SpeedStat-378.1.1-SB

**Site:** 1.1.0SN

Description: South Mission Road n/o Overland Trail

Filter time: 0:00 Tuesday, May 17, 2005 => 0:00 Wednesday, May 18, 2005

**Scheme:** Vehicle classification (Scheme F99)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(S) Sp(5,100) Sep(>0)

Vehicles = 10000

Posted speed limit= 50 mph, Exceeding = 7350 (73.50%), Mean Exceeding = 56.25 mph

**Maximum** = 87.4 mph, **Minimum** = 15.9 mph, **Mean** = 53.6 mph

85% Speed = 59.5 mph, 95% Speed = 63.3 mph, Median = 53.5 mph

**10 mph Pace =** 48 - 58, **Number in Pace =** 6234 (62.34%)

Variance = 38.87, Standard Deviation = 6.23 mph

## **Speed Bins**

Speed		l B	Bin		Below			ove	1	Energy	1	vMult	n	* vMult
0 -	5	1 0	0.0%	1 0	0.0%		10000	100.0%		0.00		0.00		0.00
5 -	10	1 0	0.0%	1 0	0.0%		10000	100.0%		0.00	1	0.00		0.00
10 -	15	1 0	0.0%	1 0	0.0%		10000	100.0%		0.00		0.00		0.00
15 -	20	3	0.0%	3	0.0%		9997	100.0%		0.00		0.00		0.00
20 -	25	3	0.0%	6	0.1%		9994	99.9%		0.00		0.00		0.00
25 <b>-</b>	30	9	0.1%	15	0.1%		9985	99.8%		0.00		0.00		0.00
30 -	35	31	0.3%	46	0.5%		9954	99.5%		0.00		0.00		0.00
35 -	40	107	1.1%	153	1.5%		9847	98.5%		0.00		0.00		0.00
40 -	45	580	5.8%	733	7.3%		9267	92.7%		0.00		0.00		0.00
45 -	50	1917	19.2%	2650	26.5%		7350	73.5%		0.00		0.00		0.00
50 -	55	3413	34.1%	6063	60.6%		3937	39.4%		0.00		0.00		0.00
55 <b>-</b>	60	2605	26.1%	8668	86.7%		1332	13.3%		0.00		0.00		0.00
60 -	65	1010	10.1%	9678	96.8%		322	3.2%		0.00		0.00		0.00
65 -	70	231	2.3%	9909	99.1%		91	0.9%		0.00		0.00		0.00
70 -	75	74	0.7%	9983	99.8%		17	0.2%		0.00	1	0.00		0.00
75 -	80	11	0.1%	9994	99.9%		6	0.1%		0.00		0.00		0.00
80 -	85	3	0.0%	9997	100.0%		3	0.0%		0.00		0.00		0.00
85 -	90	3	0.0%	10000	100.0%		0	0.0%		0.00	1	0.00		0.00
90 -	95	1 0	0.0%	10000	100.0%		0	0.0%		0.00		0.00		0.00
95 -	100	0	0.0%	10000	100.0%		0	0.0%		0.00		0.00		0.00

**Total Speed Rating = 0.00** 

Total Moving Energy (Estimated) = 0.00

## **Speed limit fields**

	Limit		Bel	OW		Abo	ve
0	50 (PSL)	ī	2650	26.5%	Ι	7350	73.5%

## **Vehicle Counts**

### VehicleCount-460.1.1-NB

**Datasets:** 

Site: [1.1] Overland Trail w/o Mission Rd

**Direction:** 5 - South bound A>B, North bound B>A., **Lane:** 0

Survey Duration: 16:02 Wednesday, September 21, 2005 => 3:40 Friday, September 30, 2005

File: UM1.1930.EC0 (Plus)

Identifier: N036BXM7 MC56-L4 [MC55] (c)Microcom 19Sep03

Algorithm: Factory default

**Data type:** Axle sensors - Paired (Class, Speed, Count)

**Profile:** 

Filter time: 0:00 Tuesday, September 27, 2005 => 0:00 Friday, September 30, 2005

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:5 - 100 mph.Direction:North (bound)Separation:All - (Headway)Name:Factory default profile

Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 240 / 546 (43.96%)

\* Tuesday, September 27, 2005 - Total=67, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	2	1	4	7	4	4	7	8	2	4	2	2	5	3	5	4	0	1	0	0	
0	0	0	0	1	1	0	1	0	0	4	0	1	3	0	0	3	2	0	4	0	0	0	0	C
0	0	0	0	1	0	2	2	1	1	2	1	1	0	2	1	0	0	0	0	0	0	0	0	C
1	0	0	0	0	0	0	2	3	3	0	3	0	1	0	0	0	0	2	0	0	0	0	0	C
1	0	0	0	0	0	2	2	0	0	1	4	0	0	0	1	2	1	3	0	0	1	0	0	C

AM Peak 0930 - 1030 (9), AM PHF=0.56 PM Peak 1815 - 1915 (9), PM PHF=0.56

\* Wednesday, September 28, 2005 - Total=85, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	_
0	0	0	1	1	1	7	8	10	4	2	7	3	4	2	8	9	4	6	5	1	1	1	0	
0	0	0	0	1	1	1	1	1	1	1	1	2	3	0	1	2	0	1	3	0	1	1	0	0
0	0	0	1	0	0	1	0	3	1	0	0	0	1	1	3	5	1	1	1	0	0	0	0	0
0	0	0	0	0	0	3	4	2	1	0	3	1	0	1	3	1	2	3	1	0	0	0	0	0
0	0	0	0	0	0	2	3	4	1	1	3	0	0	0	1	1	1	1	0	1	0	0	0	0
AM Do	ak 072	n noo	0 (44)	AM DL	IE-0 60	DMC	ook 15	20 4	220 /44	I) DM	DUE-0	EE												

AM Peak 0730 - 0830 (11), AM PHF=0.69 PM Peak 1530 - 1630 (11), PM PHF=0.55

\* Thursday, September 29, 2005 - Total=88, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	1	2	1	10	4	6	6	4	7	5	9	2	10	6	7	2	3	1	0	1	1
0	0	0	0	1	1	0	2	2	1	0	1	1	3	2	5	1	0	1	0	1	0	0	0
0	0	0	1	0	0	4	1	2	2	1	2	4	3	0	0	3	0	0	0	0	0	0	0
0	0	0	0	1	0	4	1	0	1	3	3	0	2	0	0	2	3	0	0	0	0	1	0
0	0	0	0	0	0	2	0	2	2	0	1	0	1	0	5	0	4	1	3	0	0	0	1

AM Peak 0615 - 0715 (12), AM PHF=0.75

## **Vehicle Counts**

### VehicleCount-460.1.1-SB

**Datasets:** 

Site: [1.1] Overland Trail w/o Mission Rd

**Direction:** 5 - South bound A>B, North bound B>A., **Lane:** 0

Survey Duration: 16:02 Wednesday, September 21, 2005 => 3:40 Friday, September 30, 2005

File: UM1.1930.EC0 (Plus)

Identifier: N036BXM7 MC56-L4 [MC55] (c)Microcom 19Sep03

Algorithm: Factory default

**Data type:** Axle sensors - Paired (Class, Speed, Count)

**Profile:** 

Filter time: 0:00 Tuesday, September 27, 2005 => 0:00 Friday, September 30, 2005

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:5 - 100 mph.Direction:South (bound)Separation:All - (Headway)Name:Factory default profile

Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 246 / 546 (45.05%)

\* Tuesday, September 27, 2005 - Total=66, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	2	0	0	4	2	2	6	6	4	4	4	4	11	2	8	3	2	1	1	0	
0	0	0	0	1	0	0	0	0	0	2	0	0	2	1	2	4	0	0	1	0	0	0	0	0
0	0	0	0	1	0	0	1	1	0	2	2	4	1	1	1	1	0	2	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	1	1	3	0	0	1	1	0	1	1	1	1	1	0	0	1
0	0	0	0	0	0	0	3	1	1	1	1	0	1	1	0	6	1	5	0	1	0	0	0	0

AM Peak 1130 - 1230 (8), AM PHF=0.50 PM Peak 1600 - 1700 (11), PM PHF=0.46

\* Wednesday, September 28, 2005 - Total=88, 15 minute drops

	***	41103	uuy,	ocpic	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b>-</b> -0,	2000	- 100	ui-oc	,	a	to an	ops											
_	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
	1	0	0	1	1	0	1	6	11	3	2	3	5	4	6	4	12	8	9	6	3	1	1	0
	0	0	0	0	1	0	0	0	2	1	0	0	0	2	1	0	2	3	3	2	2	1	0	0
	0	0	0	1	0	0	1	3	2	0	0	3	0	2	2	1	4	3	1	0	1	0	0	0
	1	0	0	0	0	0	0	0	5	1	1	0	3	0	3	2	4	2	3	3	0	0	1	0
	0	0	0	0	0	0	0	3	2	1	1	0	2	0	0	1	2	0	2	1	0	0	0	0

AM Peak 0745 - 0845 (12), AM PHF=0.60 PM Peak 1615 - 1715 (13), PM PHF=0.81

\* Thursday, September 29, 2005 - Total=92, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	1	1	1	1	0	2	1	6	3	10	9	5	9	6	7	7	6	6	5	4	2	0	0
0	0	1	1	1	0	0	0	0	1	2	1	2	5	0	2	0	3	2	0	0	1	0	0
0	0	0	0	0	0	2	1	4	1	0	2	0	2	2	0	0	2	0	1	0	0	0	0
0	0	0	0	0	0	0	0	2	1	7	0	1	1	2	3	2	0	2	2	2	1	0	0
0	1	0	0	0	0	0	0	0	0	1	6	2	1	2	2	5	1	2	2	2	0	0	0

AM Peak 1030 - 1130 (11), AM PHF=0.39

# **ATTACHMENT D**

# DAILY VEHICLE SURVEY AT EXISTING COUNTRY GARDENS 14 BED FACILITY ON HILLCREST LANE IN FALLBROOK, CA.



Picture of existing 14 bed facility and placement of road set for data count of daily vehicles serving the site.

<b>Daily Vehicl</b>	le Surv	ey at existir	g County Gardens	14 bed f	acility on H	illcrest Lane in Fal	lbrook,	CA
Tuesday	<u>Time</u>	Vehicles	Wednesday	<u>Time</u>	Vehicles	<u>Thursday</u>	Time	<b>Vehicles</b>
9/27/2005	0:00	0	9/28/2005	0:00	0	9/29/2005	0:00	0
9/27/2005	0:05	0	9/28/2005	0:05	0	9/29/2005	0:05	0
9/27/2005	0:10	0	9/28/2005	0:10	0	9/29/2005	0:10	0
9/27/2005	0:15	0	9/28/2005	0:15	0	9/29/2005	0:15	0
9/27/2005	0:20	0	9/28/2005	0:20	0	9/29/2005	0:20	0
9/27/2005	0:25	0	9/28/2005	0:25	0	9/29/2005	0:25	0
9/27/2005	0:30	0	9/28/2005	0:30	0	9/29/2005	0:30	0
9/27/2005	0:35	0	9/28/2005	0:35	0	9/29/2005	0:35	0
9/27/2005	0:40	0	9/28/2005	0:40	0	9/29/2005	0:40	0
9/27/2005	0:45	0	9/28/2005	0:45	0	9/29/2005	0:45	0
9/27/2005	0:50	0	9/28/2005	0:50	0	9/29/2005	0:50	0
9/27/2005	0:55	0	9/28/2005	0:55	0	9/29/2005	0:55	0
9/27/2005	1:00	0	9/28/2005	1:00	0	9/29/2005	1:00	0
9/27/2005	1:05	0	9/28/2005	1:05	0	9/29/2005	1:05	0
9/27/2005	1:10	0	9/28/2005	1:10	0	9/29/2005	1:10	0
9/27/2005	1:15	0	9/28/2005	1:15	0	9/29/2005	1:15	0
9/27/2005	1:20	0	9/28/2005	1:20	0	9/29/2005	1:20	0
9/27/2005	1:25	0	9/28/2005	1:25	0	9/29/2005	1:25	0
9/27/2005	1:30	0	9/28/2005	1:30	0	9/29/2005	1:30	0
9/27/2005	1:35	0	9/28/2005	1:35	0	9/29/2005	1:35	0
9/27/2005	1:40	0	9/28/2005	1:40	0	9/29/2005	1:40	0
9/27/2005	1:45	0	9/28/2005	1:45	0	9/29/2005	1:45	0
9/27/2005	1:50	0	9/28/2005	1:50	0	9/29/2005	1:50	0
9/27/2005	1:55	0	9/28/2005	1:55	0	9/29/2005	1:55	0
9/27/2005	2:00	0	9/28/2005	2:00	0	9/29/2005	2:00	0
9/27/2005	2:05	0	9/28/2005	2:05	0	9/29/2005	2:05	0
9/27/2005	2:10	0	9/28/2005	2:10	0	9/29/2005	2:10	0
9/27/2005	2:15	0	9/28/2005	2:15	0	9/29/2005	2:15	0
9/27/2005	2:20	0	9/28/2005	2:20	0	9/29/2005	2:20	0
9/27/2005	2:25	0	9/28/2005	2:25	0	9/29/2005	2:25	0
9/27/2005	2:30	0	9/28/2005	2:30	0	9/29/2005	2:30	0
9/27/2005	2:35	0	9/28/2005	2:35	0	9/29/2005	2:35	0
9/27/2005	2:40	0	9/28/2005	2:40	0	9/29/2005	2:40	0
9/27/2005	2:45	0	9/28/2005	2:45	0	9/29/2005	2:45	0
9/27/2005	2:50	0	9/28/2005	2:50	0	9/29/2005	2:50	0
9/27/2005	2:55	0	9/28/2005	2:55	0	9/29/2005	2:55	0
	3:00	0	9/28/2005	3:00	0	9/29/2005	3:00	0
9/27/2005								
9/27/2005	3:05	0	9/28/2005	3:05	0	9/29/2005	3:05	0
9/27/2005	3:10		9/28/2005	3:10	0	9/29/2005	3:10	0
9/27/2005	3:15	0	9/28/2005	3:15	0	9/29/2005	3:15	0
9/27/2005	3:20	0	9/28/2005	3:20	0	9/29/2005	3:20	0
9/27/2005	3:25	0	9/28/2005	3:25	0	9/29/2005	3:25	0
9/27/2005	3:30		9/28/2005	3:30		9/29/2005	3:30	0
9/27/2005	3:35	0	9/28/2005	3:35	0	9/29/2005	3:35	0
9/27/2005	3:40	0	9/28/2005	3:40	0	9/29/2005	3:40	0
9/27/2005	3:45	0	9/28/2005	3:45	0	9/29/2005	3:45	0
9/27/2005	3:50	0	9/28/2005	3:50	0	9/29/2005	3:50	0
9/27/2005	3:55	0	9/28/2005	3:55	0	9/29/2005	3:55	0
9/27/2005	4:00	0	9/28/2005	4:00	0	9/29/2005	4:00	0

	C Jui v	ey at existin	g County Gardens	14 bea i	acility on H	illcrest Lane in Fal	ibrook,	CA
Tuesday	<u>Time</u>	Vehicles	Wednesday	<u>Time</u>	Vehicles	<u>Thursday</u>	<u>Time</u>	<u>Vehicles</u>
9/27/2005	4:05	0	9/28/2005	4:05	0	9/29/2005	4:05	0
9/27/2005	4:10	0	9/28/2005	4:10	0	9/29/2005	4:10	0
9/27/2005	4:15	0	9/28/2005	4:15	0	9/29/2005	4:15	0
9/27/2005	4:20	0	9/28/2005	4:20	0	9/29/2005	4:20	0
9/27/2005	4:25	0	9/28/2005	4:25	0	9/29/2005	4:25	0
9/27/2005	4:30	0	9/28/2005	4:30	0	9/29/2005	4:30	0
9/27/2005	4:35	0	9/28/2005	4:35	0	9/29/2005	4:35	0
9/27/2005	4:40	0	9/28/2005	4:40	0	9/29/2005	4:40	0
9/27/2005	4:45	0	9/28/2005	4:45	0	9/29/2005	4:45	0
9/27/2005	4:50	0	9/28/2005	4:50	0	9/29/2005	4:50	0
9/27/2005	4:55	0	9/28/2005	4:55	0	9/29/2005	4:55	0
9/27/2005	5:00	0	9/28/2005	5:00	0	9/29/2005	5:00	0
9/27/2005	5:05	0	9/28/2005	5:05	0	9/29/2005	5:05	0
9/27/2005	5:10	0	9/28/2005	5:10	0	9/29/2005	5:10	0
9/27/2005	5:15	0	9/28/2005	5:15	0	9/29/2005	5:15	0
9/27/2005	5:20	0	9/28/2005	5:20	0	9/29/2005	5:20	0
9/27/2005	5:25	0	9/28/2005	5:25	0	9/29/2005	5:25	0
9/27/2005	5:30	0	9/28/2005	5:30	0	9/29/2005	5:30	0
9/27/2005	5:35	0	9/28/2005	5:35	0	9/29/2005	5:35	0
9/27/2005	5:40	0	9/28/2005	5:40	0	9/29/2005	5:40	0
9/27/2005	5:45	0	9/28/2005	5:45	0	9/29/2005	5:45	0
9/27/2005	5:50	2	9/28/2005	5:50	3	9/29/2005	5:50	0
9/27/2005	5:55	0	9/28/2005	5:55	4	9/29/2005	5:55	0
9/27/2005	6:00	0	9/28/2005	6:00	0	9/29/2005	6:00	5
9/27/2005	6:05	0	9/28/2005	6:05	0	9/29/2005	6:05	1
9/27/2005	6:10	0	9/28/2005	6:10	0	9/29/2005	6:10	0
9/27/2005	6:15	0	9/28/2005	6:15	0	9/29/2005	6:15	0
9/27/2005	6:20	0	9/28/2005	6:20	0	9/29/2005	6:20	0
9/27/2005	6:25	0	9/28/2005	6:25	0	9/29/2005	6:25	0
9/27/2005	6:30	1	9/28/2005	6:30	0	9/29/2005	6:30	0
9/27/2005	6:35	0	9/28/2005	6:35	0	9/29/2005	6:35	0
9/27/2005	6:40	0	9/28/2005	6:40	0	9/29/2005	6:40	0
9/27/2005	6:45	0	9/28/2005	6:45	0	9/29/2005	6:45	0
9/27/2005	6:50	0	9/28/2005	6:50	0	9/29/2005	6:50	0
9/27/2005	6:55	0	9/28/2005	6:55	0	9/29/2005	6:55	0
9/27/2005	7:00	0	9/28/2005	7:00	0	9/29/2005	7:00	0
9/27/2005	7:05	0	9/28/2005	7:05	0	9/29/2005	7:05	0
9/27/2005	7:10	0	9/28/2005	7:10	0	9/29/2005	7:10	0
9/27/2005	7:15	1	9/28/2005	7:15	0	9/29/2005	7:15	0
9/27/2005	7:13	0	9/28/2005	7:10	0	9/29/2005	7:13	0
9/27/2005	7:25	0	9/28/2005	7:25	0	9/29/2005	7:25	0
9/27/2005	7:30	0	9/28/2005	7:30	0	9/29/2005	7:30	0
9/27/2005	7:35	0	9/28/2005	7:35	0	9/29/2005	7:35	0
9/27/2005	7:40	0	9/28/2005	7:40	0	9/29/2005	7:40	0
9/27/2005	7:45	0	9/28/2005	7:45	0	9/29/2005	7:45	0
9/27/2005	7:50	0	9/28/2005	7:50	0	9/29/2005	7:50	0
9/27/2005	7:55	0	9/28/2005	7:55	0	9/29/2005	7:55	0
9/27/2005	8:00	0	9/28/2005	8:00	0	9/29/2005	8:00	0
3/21/2003	0.00	U	3/20/2003	0.00	U	3/23/2003	0.00	0

Daily Vernich	e Surv	ey at existin	g County Gardens	14 bed f	acility on H	illcrest Lane in Fal	lbrook,	CA
Tuesday	<u>Time</u>	Vehicles	Wednesday	<u>Time</u>	Vehicles	<u>Thursday</u>	Time	<u>Vehicles</u>
9/27/2005	8:10	0	9/28/2005	8:10	0	9/29/2005	8:10	0
9/27/2005	8:15	0	9/28/2005	8:15	0	9/29/2005	8:15	0
9/27/2005	8:20	0	9/28/2005	8:20	0	9/29/2005	8:20	0
9/27/2005	8:25	0	9/28/2005	8:25	0	9/29/2005	8:25	0
9/27/2005	8:30	0	9/28/2005	8:30	0	9/29/2005	8:30	0
9/27/2005	8:35	0	9/28/2005	8:35	2	9/29/2005	8:35	0
9/27/2005	8:40	0	9/28/2005	8:40	0	9/29/2005	8:40	0
9/27/2005	8:45	0	9/28/2005	8:45	0	9/29/2005	8:45	0
9/27/2005	8:50	0	9/28/2005	8:50	0	9/29/2005	8:50	0
9/27/2005	8:55	0	9/28/2005	8:55	0	9/29/2005	8:55	0
9/27/2005	9:00	0	9/28/2005	9:00	0	9/29/2005	9:00	0
9/27/2005	9:05	0	9/28/2005	9:05	0	9/29/2005	9:05	0
9/27/2005	9:10	0	9/28/2005	9:10	0	9/29/2005	9:10	0
9/27/2005	9:15	0	9/28/2005	9:15	0	9/29/2005	9:15	0
9/27/2005	9:20	0	9/28/2005	9:20	0	9/29/2005	9:20	0
9/27/2005	9:25	0	9/28/2005	9:25	0	9/29/2005	9:25	0
9/27/2005	9:30	0	9/28/2005	9:30	0	9/29/2005	9:30	0
9/27/2005	9:35	0	9/28/2005	9:35	0	9/29/2005	9:35	0
9/27/2005	9:40	0	9/28/2005	9:40	0	9/29/2005	9:40	0
9/27/2005	9:45	0	9/28/2005	9:45	0	9/29/2005	9:45	0
9/27/2005	9:50	0	9/28/2005	9:50	0	9/29/2005	9:50	0
9/27/2005	9:55	0	9/28/2005	9:55	0	9/29/2005	9:55	0
9/27/2005	10:00	0	9/28/2005	10:00	0	9/29/2005	10:00	0
9/27/2005	10:05	0	9/28/2005	10:05	0	9/29/2005	10:05	1
9/27/2005	10:10	0	9/28/2005	10:10	0	9/29/2005	10:10	0
9/27/2005	10:15	0	9/28/2005	10:15	0	9/29/2005	10:15	0
9/27/2005	10:20	0	9/28/2005	10:20	0	9/29/2005	10:20	0
9/27/2005	10:25	0	9/28/2005	10:25	0	9/29/2005	10:25	0
9/27/2005	10:30	0	9/28/2005	10:30	0	9/29/2005	10:30	0
9/27/2005	10:35	0	9/28/2005	10:35	0	9/29/2005	10:35	0
9/27/2005	10:40	0	9/28/2005	10:40	1	9/29/2005	10:40	0
9/27/2005	10:45	0	9/28/2005	10:45	0	9/29/2005	10:45	0
9/27/2005	10:50	0	9/28/2005	10:50	0	9/29/2005	10:50	0
	10:55	0	9/28/2005	10:55	1	9/29/2005	10:55	0
9/27/2005	11:00	0	9/28/2005	11:00	0	9/29/2005	11:00	1
9/27/2005	11:05	0	9/28/2005	11:05	0	9/29/2005	11:05	0
9/27/2005	11:10	2	9/28/2005	11:10	0	9/29/2005	11:10	0
9/27/2005	11:15	0	9/28/2005	11:15	0	9/29/2005	11:15	0
9/27/2005	11:20	0	9/28/2005	11:20	0	9/29/2005	11:20	0
9/27/2005	11:25	0	9/28/2005	11:25	0	9/29/2005	11:25	0
9/27/2005	11:30	0	9/28/2005	11:30	0	9/29/2005	11:30	0
9/27/2005	11:35	0	9/28/2005	11:35	0	9/29/2005	11:35	0
9/27/2005	11:40	0	9/28/2005	11:40	0	9/29/2005	11:40	0
9/27/2005	11:45	0	9/28/2005	11:45	0	9/29/2005	11:45	0
9/27/2005	11:50	0	9/28/2005	11:50	0	9/29/2005	11:50	0
9/27/2005	11:55	0	9/28/2005	11:55	0	9/29/2005	11:55	0
9/27/2005	12:00	0	9/28/2005	12:00	0	9/29/2005	12:00	0
9/27/2005	12:05	0	9/28/2005	12:05	0	9/29/2005	12:05	0
3/21/2003	12:10	0	9/28/2005	12:10	0	9/29/2005	12:10	0

<b>Daily Vehic</b>	le Surv	ey at existir	g County Gardens	14 bed f	acility on H	illcrest Lane in Fal	Ibrook,	CA
Tuesday	<u>Time</u>	<u>Vehicles</u>	Wednesday	<u>Time</u>	<u>Vehicles</u>	<u>Thursday</u>	Time	<u>Vehicles</u>
9/27/2005	12:15	0	9/28/2005	12:15	0	9/29/2005	12:15	0
9/27/2005	12:20	0	9/28/2005	12:20	0	9/29/2005	12:20	0
9/27/2005	12:25	0	9/28/2005	12:25	2	9/29/2005	12:25	0
9/27/2005	12:30	0	9/28/2005	12:30	0	9/29/2005	12:30	0
9/27/2005	12:35	0	9/28/2005	12:35	0	9/29/2005	12:35	0
9/27/2005	12:40	0	9/28/2005	12:40	0	9/29/2005	12:40	0
9/27/2005	12:45	0	9/28/2005	12:45	0	9/29/2005	12:45	0
9/27/2005	12:50	0	9/28/2005	12:50	0	9/29/2005	12:50	0
9/27/2005	12:55	0	9/28/2005	12:55	1	9/29/2005	12:55	0
9/27/2005	13:00	0	9/28/2005	13:00	0	9/29/2005	13:00	1
9/27/2005	13:05	0	9/28/2005	13:05	0	9/29/2005	13:05	0
9/27/2005	13:10	0	9/28/2005	13:10	0	9/29/2005	13:10	1
9/27/2005	13:15	0	9/28/2005	13:15	0	9/29/2005	13:15	0
9/27/2005	13:20	0	9/28/2005	13:20	0	9/29/2005	13:20	0
9/27/2005	13:25	0	9/28/2005	13:25	0	9/29/2005	13:25	0
9/27/2005	13:30	0	9/28/2005	13:30	0	9/29/2005	13:30	0
9/27/2005	13:35	0	9/28/2005	13:35	0	9/29/2005	13:35	0
9/27/2005	13:40	0	9/28/2005	13:40	0	9/29/2005	13:40	0
9/27/2005	13:45	0	9/28/2005	13:45	0	9/29/2005	13:45	0
9/27/2005	13:50	0	9/28/2005	13:50	0	9/29/2005	13:50	0
9/27/2005	13:55	0	9/28/2005	13:55	0	9/29/2005	13:55	0
9/27/2005	14:00	0	9/28/2005	14:00	0	9/29/2005	14:00	0
9/27/2005	14:05	0	9/28/2005	14:05	0	9/29/2005	14:05	0
9/27/2005	14:10	0	9/28/2005	14:10	0	9/29/2005	14:10	0
9/27/2005	14:15	0	9/28/2005	14:15	1	9/29/2005	14:15	0
9/27/2005	14:20	0	9/28/2005	14:20	0	9/29/2005	14:20	0
9/27/2005	14:25	0	9/28/2005	14:25	0	9/29/2005	14:25	0
9/27/2005	14:30	0	9/28/2005	14:30	0	9/29/2005	14:30	0
9/27/2005	14:35	0	9/28/2005	14:35	0	9/29/2005	14:35	0
9/27/2005	14:40	0	9/28/2005	14:40	0	9/29/2005	14:40	0
9/27/2005	14:45	0	9/28/2005	14:45	0	9/29/2005	14:45	0
9/27/2005	14:50	0	9/28/2005	14:50	0	9/29/2005	14:50	0
9/27/2005	14:55	0	9/28/2005	14:55	1	9/29/2005	14:55	0
	15:00	0	9/28/2005	15:00	0	9/29/2005	15:00	0
		0			0			0
9/27/2005	15:05	0	9/28/2005	15:05	0	9/29/2005	15:05	0
9/27/2005	15:10		9/28/2005	15:10		9/29/2005	15:10	
9/27/2005	15:15	0	9/28/2005	15:15	0	9/29/2005	15:15	0
9/27/2005	15:20	0	9/28/2005	15:20	0	9/29/2005	15:20	0
9/27/2005	15:25	0	9/28/2005	15:25	0	9/29/2005	15:25	0
9/27/2005	15:30	0	9/28/2005	15:30	0	9/29/2005	15:30	2
9/27/2005	15:35	0	9/28/2005	15:35	0	9/29/2005	15:35	0
9/27/2005	15:40	0	9/28/2005	15:40	0	9/29/2005	15:40	0
9/27/2005	15:45	0	9/28/2005	15:45	0	9/29/2005	15:45	0
9/27/2005	15:50	0	9/28/2005	15:50	0	9/29/2005	15:50	0
9/27/2005	15:55	0	9/28/2005	15:55	0	9/29/2005	15:55	0
9/27/2005	16:00	0	9/28/2005	16:00	0	9/29/2005	16:00	0
9/27/2005	16:05	0	9/28/2005	16:05	0	9/29/2005	16:05	0
9/27/2005	16:10	0	9/28/2005	16:10	0	9/29/2005	16:10	0
9/27/2005	16:15	0	9/28/2005	16:15	0	9/29/2005	16:15	0

<b>Daily Vehic</b>	le Surv	ey at existir	ng County Gardens	14 bed f	acility on H	illcrest Lane in Fal	lbrook,	CA
Tuesday	<u>Time</u>	Vehicles	<u>Wednesday</u>	<u>Time</u>	Vehicles	<u>Thursday</u>	Time	<b>Vehicles</b>
9/27/2005	16:20	0	9/28/2005	16:20	0	9/29/2005	16:20	0
9/27/2005	16:25	0	9/28/2005	16:25	0	9/29/2005	16:25	0
9/27/2005	16:30	0	9/28/2005	16:30	0	9/29/2005	16:30	1
9/27/2005	16:35	0	9/28/2005	16:35	0	9/29/2005	16:35	0
9/27/2005	16:40	0	9/28/2005	16:40	0	9/29/2005	16:40	0
9/27/2005	16:45	0	9/28/2005	16:45	0	9/29/2005	16:45	5
9/27/2005	16:50	0	9/28/2005	16:50	0	9/29/2005	16:50	0
9/27/2005	16:55	0	9/28/2005	16:55	0	9/29/2005	16:55	0
9/27/2005	17:00	0	9/28/2005	17:00	0	9/29/2005	17:00	0
9/27/2005	17:05	0	9/28/2005	17:05	1	9/29/2005	17:05	0
9/27/2005	17:10	0	9/28/2005	17:10	0	9/29/2005	17:10	0
9/27/2005	17:15	0	9/28/2005	17:15	0	9/29/2005	17:15	0
9/27/2005	17:20	0	9/28/2005	17:20	0	9/29/2005	17:20	0
9/27/2005	17:25	0	9/28/2005	17:25	0	9/29/2005	17:25	0
9/27/2005	17:30	0	9/28/2005	17:30	0	9/29/2005	17:30	0
9/27/2005	17:35	0	9/28/2005	17:35	0	9/29/2005	17:35	0
9/27/2005	17:40	0	9/28/2005	17:40	0	9/29/2005	17:40	1
9/27/2005	17:45	0	9/28/2005	17:45	0	9/29/2005	17:45	0
9/27/2005	17:50	0	9/28/2005	17:50	0	9/29/2005	17:50	0
9/27/2005	17:55	0	9/28/2005	17:55	0	9/29/2005	17:55	0
9/27/2005	18:00	1	9/28/2005	18:00	3	9/29/2005	18:00	0
9/27/2005	18:05	1	9/28/2005	18:05	0	9/29/2005	18:05	0
9/27/2005	18:10	0	9/28/2005	18:10	0	9/29/2005	18:10	0
9/27/2005	18:15	0	9/28/2005	18:15	0	9/29/2005	18:15	0
9/27/2005	18:20	0	9/28/2005	18:20	0	9/29/2005	18:20	0
9/27/2005	18:25	0	9/28/2005	18:25	0	9/29/2005	18:25	0
9/27/2005	18:30	0	9/28/2005	18:30	0	9/29/2005	18:30	0
9/27/2005	18:35	0	9/28/2005	18:35	0	9/29/2005	18:35	0
9/27/2005	18:40	0	9/28/2005	18:40	0	9/29/2005	18:40	0
9/27/2005	18:45	0	9/28/2005	18:45	0	9/29/2005	18:45	0
9/27/2005	18:50	0	9/28/2005	18:50	0	9/29/2005	18:50	0
9/27/2005	18:55	0	9/28/2005	18:55	0	9/29/2005	18:55	0
9/27/2005	19:00	0	9/28/2005	19:00	0	9/29/2005	19:00	0
	19:05	0	9/28/2005	19:05	0	9/29/2005	19:05	0
9/27/2005	19:10	0	9/28/2005		0	9/29/2005		0
		0		19:10	0	9/29/2005	19:10	0
9/27/2005	19:15		9/28/2005	19:15 19:20			19:15 19:20	
9/27/2005	19:20	0	9/28/2005		0	9/29/2005 9/29/2005		0
9/27/2005	19:25	0	9/28/2005	19:25	0		19:25	0
9/27/2005	19:30	0	9/28/2005	19:30	0	9/29/2005	19:30	0
9/27/2005	19:35	0	9/28/2005	19:35	0	9/29/2005	19:35	0
9/27/2005	19:40	0	9/28/2005	19:40	0	9/29/2005	19:40	0
9/27/2005	19:45	0	9/28/2005	19:45	0	9/29/2005	19:45	0
9/27/2005	19:50	0	9/28/2005	19:50	0	9/29/2005	19:50	0
9/27/2005	19:55	0	9/28/2005	19:55	0	9/29/2005	19:55	0
9/27/2005	20:00	0	9/28/2005	20:00	0	9/29/2005	20:00	0
9/27/2005	20:05	0	9/28/2005	20:05	0	9/29/2005	20:05	0
9/27/2005	20:10	0	9/28/2005	20:10	0	9/29/2005	20:10	0
9/27/2005	20:15	0	9/28/2005	20:15	0	9/29/2005	20:15	0
9/27/2005	20:20	1	9/28/2005	20:20	0	9/29/2005	20:20	0

<b>Daily Vehic</b>	le Surv	ey at existi	ng County Gardens	14 bed f	acility on H	illcrest Lane in Fall	lbrook,	CA
Tuesday	<u>Time</u>	Vehicles	Wednesday	<u>Time</u>	Vehicles	<u>Thursday</u>	<u>Time</u>	Vehicles
9/27/2005	20:25	0	9/28/2005	20:25	0	9/29/2005	20:25	0
9/27/2005	20:30	0	9/28/2005	20:30	0	9/29/2005	20:30	0
9/27/2005	20:35	0	9/28/2005	20:35	0	9/29/2005	20:35	0
9/27/2005	20:40	0	9/28/2005	20:40	0	9/29/2005	20:40	0
9/27/2005	20:45	0	9/28/2005	20:45	0	9/29/2005	20:45	0
9/27/2005	20:50	0	9/28/2005	20:50	0	9/29/2005	20:50	0
9/27/2005	20:55	0	9/28/2005	20:55	0	9/29/2005	20:55	0
9/27/2005	21:00	0	9/28/2005	21:00	0	9/29/2005	21:00	0
9/27/2005	21:05	0	9/28/2005	21:05	0	9/29/2005	21:05	0
9/27/2005	21:10	0	9/28/2005	21:10	0	9/29/2005	21:10	0
9/27/2005	21:15	0	9/28/2005	21:15	0	9/29/2005	21:15	0
9/27/2005	21:20	0	9/28/2005	21:20	0	9/29/2005	21:20	0
9/27/2005	21:25	0	9/28/2005	21:25	0	9/29/2005	21:25	0
9/27/2005	21:30	0	9/28/2005	21:30	0	9/29/2005	21:30	0
9/27/2005	21:35	0	9/28/2005	21:35	0	9/29/2005	21:35	0
9/27/2005	21:40	0	9/28/2005	21:40	0	9/29/2005	21:40	0
9/27/2005	21:45	0	9/28/2005	21:45	0	9/29/2005	21:45	0
9/27/2005	21:50	0	9/28/2005	21:50	0	9/29/2005	21:50	0
9/27/2005	21:55	0	9/28/2005	21:55	0	9/29/2005	21:55	0
9/27/2005	22:00	0	9/28/2005	22:00	0	9/29/2005	22:00	0
9/27/2005	22:05	0	9/28/2005	22:05	0	9/29/2005	22:05	0
9/27/2005	22:10	0	9/28/2005	22:10	0	9/29/2005	22:10	0
9/27/2005	22:15	0	9/28/2005	22:15	0	9/29/2005	22:15	0
9/27/2005	22:20	0	9/28/2005	22:20	0	9/29/2005	22:20	0
9/27/2005	22:25	0	9/28/2005	22:25	0	9/29/2005	22:25	0
9/27/2005	22:30	0	9/28/2005	22:30	0	9/29/2005	22:30	0
9/27/2005	22:35	0	9/28/2005	22:35	0	9/29/2005	22:35	0
9/27/2005	22:40	0	9/28/2005	22:40	0	9/29/2005	22:40	0
9/27/2005	22:45	0	9/28/2005	22:45	0	9/29/2005	22:45	0
9/27/2005	22:50	0	9/28/2005	22:50	0	9/29/2005	22:50	0
9/27/2005	22:55	0	9/28/2005	22:55	0	9/29/2005	22:55	0
9/27/2005	23:00	0	9/28/2005	23:00	0	9/29/2005	23:00	0
9/27/2005	23:05	0	9/28/2005	23:05	0	9/29/2005	23:05	0
9/27/2005	23:10	0	9/28/2005	23:10	0	9/29/2005	23:10	0
9/27/2005	23:15	0	9/28/2005	23:15	0	9/29/2005	23:15	0
9/27/2005	23:20	0	9/28/2005	23:20	0	9/29/2005	23:20	0
9/27/2005	23:25	0	9/28/2005	23:25	0	9/29/2005	23:25	0
9/27/2005	23:30	0	9/28/2005	23:30	0	9/29/2005	23:30	0
9/27/2005	23:35	0	9/28/2005	23:35	0	9/29/2005	23:35	0
9/27/2005	23:40	0	9/28/2005	23:40	0	9/29/2005	23:40	0
9/27/2005	23:45	0	9/28/2005	23:45	0	9/29/2005	23:45	0
9/27/2005	23:50	0	9/28/2005	23:50	0	9/29/2005	23:50	0
9/27/2005	23:55	<u>0</u>	9/28/2005	23:55	<u>0</u>	9/29/2005	23:55	<u>0</u>
TOTALS		9			20			19
Average	16	Daily Trip						
Average da	ily trip	rate = 16 tr	ips / 14 beds = 1.14 /	ADT/Bed	d.			

#### **ATTACHMENT E**

# POTENTIAL CORNER SIGHT DISTANCE OBSTRUCTION FROM FUTURE VEGETATION GROWTH



Looking south along S. Mission Road from proposed south project driveway.

#### **ATTACHMENT F**

COPY OF STRIPING AND SIGNING PLAN PREPARED BY A SEPARATE CONSULTANT

insert

#### **ATTACHMENT G**

#### **COUNTY NOTES ON 40' DRIVEWAY WIDTH**

#### PRE-AP 04-199 MEETING NOTES

7/21/04

Attendees; Tom Edgemon, Representative

Barbara and Karl Zinner: Owners

David Sibbet: Planner

Daniella Rosenberg: Analyst

Nael Ariegat: DPW Project Manager

Project: 49-unit Group Care Facility at APN 123-010-52

A Major Use Permit is required in an RR2 Zone

DPW issues:

Require 300 feet between driveways

Must dedicate the private road to a public road and improve to 40 feet width.

Public ROW is 60 feet.

Traffic Study will be required including cumulative projects in the area because Mission Rd. is a Major Road with a Level of Service of E.

Suggestion is to obtain Guidelines for cumulative analysis from Nael.

Half-street improvement (curb, gutter, sidewalk with tapering) required along project frontage. Centerline setback is 81 feet.

Clean up Private Easements amongst surrounding owners.

Stormwater Management Plan and Preliminary Grading Plans are required at intake.

Suggest requesting a Lien on the road improvements from DPW, seek support from the Planning Group and the neighbors

Sight distance of 550 feet will be required

Environmental Issues:

Noise, Cultural Resources, Archeology, and Drainage Studies will be required.

Planning Issues;

Slope Analysis will be waived at intake, obtain a Special Handling Form from Sibbet prior to intake.

Parking ratio is 1 per 4 beds, but suggest more if the number of employees dictate Read attached Major Use Permit Findings to make sure they can be satisfied. For example make sure that the bulk and scale of your building is compatible

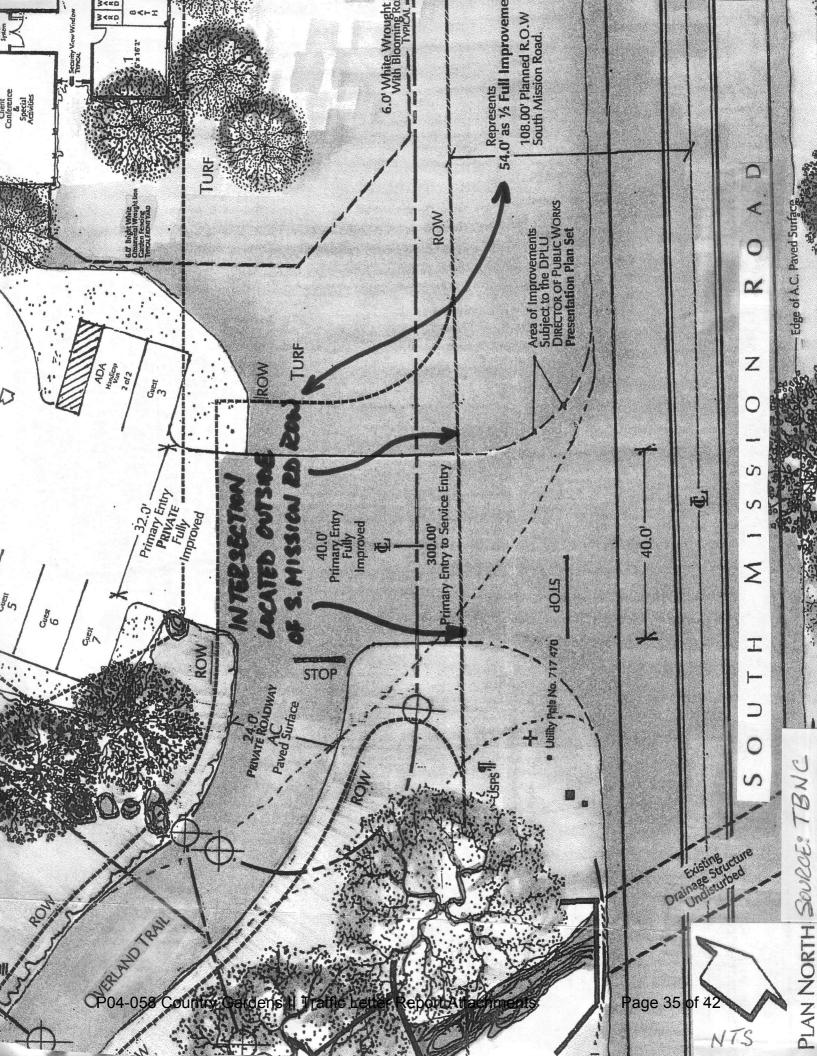
Suggest calling Fire Department and other Districts before intake

Work with neighbors prior to intake

Contact David Sibbet (858) 694-3680

#### **ATTACHMENT H**

S. MISSION ROAD/OVERLAND TRAIL INTERSECTION ALIGHTMENT AND LOS/QUEUING CALCULATIONS



### LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #01 Start Date: 03/21/2006 File Name: 570-01-1

Location: South Mission Road & Overland Trail, Fallbrook, Ca

	So	outh Miss		d	So	outh Mis Southl	sion Roa	d		Overlan	nd Trail oound		]		Oriveway Sound		Vehicle
	_	North			_												
Start	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval
Time																	Total
7:00	0	155	0	0	0	146	0	0	0	0	1	0	0	0	1	0	303
7:15	0	217	0	0	0	186	1	0	6	0	1	0	1	0	1	0	413
7:30	0	186	0	0	0	240	0	0	2	0	1	0	0	0	0	0	429
7:45	0	133	0	0	0	167	1	0	1	0	5	0	0	0	0	0	307
Total	0	691	0	0	0	739	2	0	9	0	8	0	1	0	2	0	1452
8:00	0	108	0	0	0	159	0	0	0	0	0	0	0	0	0	2	267
8:15	0	112	0	0	0	195	1	0	0	0	0	0	0	0	0	0	308
8:30	0	116	0	0	0	156	2	0	2	0	2	0	0	0	0	0	278
8:45	0	152	0	0	0	143	1	0	0	0	1	0	0	0	0	0	297
Total	0	488	0	0	0	653	4	0	2	0	3	0	0	0	0	2	1150
Grand Total	0	1179	0	0	0	1392	6	0	11	0	11	0	1	0	2	2	2602
Approach%	-	100.0		-	-	99.6	0.4		50.0	-	50.0	-	20.0	1	40.0	40.0	
Total%	-	45.3	-	-	-	53.5	0.2	-	0.4	-	0.4	-	0.0	-	0.1	0.1	
Peak hour an	alysis for	1	od 07:00	to 07:45 to	1	i	1		i i				1	1			
Volume	-	691	-	-	-	739	2	-	9	-	8	-	1	-	2	-	1,452
Approach%	-	100.0	-	-	-	99.7	0.3	-	52.9	-	47.1	-	33.3	-	66.7	-	
Total%	-	47.6	-	-	-	50.9	0.1	-	0.6	-	0.6	-	0.1	-	0.1	=.	
PHF	"	"		0.80	·		·	0.77	, ,		·	0.61		·	·	0.38	

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## LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #01 Start Date: 03/21/2006 File Name: 570-01-2

Location: South Mission Road & Overland Trail, Fallbrook, Ca

_												-				_	
	S	outh Mis	sion Roa	d	So	outh Mis	sion Roa	d		Overlar	nd Trail			Private I	Oriveway		
		Northl	oound			Southl	oound			Eastb	ound			Westl	oound		Vehicle
Start	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval
Time			Č				Č										Total
	0	101	0	0	0	100	2	0	0	0	0	0	0	0	0	0	
16:00	0	191	0	Ů	0	188	3	0	0	0	0	0	0	0	0	0	382
16:15	0	231	0	Ů	0	151	1	0	1	0	0	0	0	0	Ŭ	0	384
16:30	2	196	0	0	0	191	1	0	1	0	2	0	0	0		0	393
16:45	0	214	1	0	0	155	1	0	0	0	0	0	0	0	0	1	371
Total	2	832	1	0	0	685	6	0	2	0	2	0	0	0	0	1	1530
17:00	3	196	0	0	1	147	2	0	0	0	1	0	0	0	1	1	351
17:15	1	174	0	0	5	133	0	0	0	0	0	0	0	0	0	0	313
17:30	0	213	0	0	1	126	0	0	1	0	0	0	0	0	0	0	341
17:45	3	174	0	0	1	122	0	0	1	0	2	0	0	0	0	0	303
Total	7	757	0	0	8	528	2	0	2	0	3	0	0	0	1	1	1308
Grand Total	9	1589	1	0	8	1213	8	0	4	0	5	0	0	0	1	2	2838
Approach%	0.6	99.4	0.1	-	0.7	98.7	0.7	-	44.4	-	55.6	-	-	-	33.3	66.7	
Total%	0.3	56.0	0.0	-	0.3	42.7	0.3	-	0.1	-	0.2	-	-	-	0.0	0.1	
Peak hour an	alysis for	the peri	od 16:00	) to 16:45													
Volume	2	832	1	-	-	685	6	-	2	-	2	-	-	-	-	1	1,530
Approach%	0.2	99.6	0.1	-	-	99.1	0.9	-	50.0	-	50.0	-	-	-	-	100.0	
Total%	0.1	54.4	0.1	-	-	44.8	0.4	_	0.1	_	0.1	-	-	-	-	0.1	
PHF	'	'	'	0.90	1	'	ı	0.90	ı		ı	0.33	'		1	0.25	

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	۶	•	4	†	ţ	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	¥		ሻ	<b>1</b>	1>		
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	9	8	0	691	739	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	10	9	0	751	803	2	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None						
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	1555	804	805				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1555	804	805				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	92	98	100				
cM capacity (veh/h)	124	383	819				
Direction, Lane #	EB 1	NB 1	NB 2	SB 1			
Volume Total	18	0	751	805			
Volume Left	10	0	0	0			
Volume Right	9	0	0	2			
cSH	182	1700	1700	1700			
Volume to Capacity	0.10	0.00	0.44	0.47			
Queue Length 95th (ft)	8	0	0	0			
Control Delay (s)	27.0	0.0	0.0	0.0			
Lane LOS	D						
Approach Delay (s)	27.0	0.0		0.0			
Approach LOS	D						
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Ut	tilization		49.0%	10	CU Level	of Service	
Analysis Period (min)			15				

	۶	•	4	†	ļ	✓	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W		ሻ	<b>†</b>	1>		
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	2	2	2	832	685	6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	2	2	2	904	745	7	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None						
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	1657	748	751				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1657	748	751				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	98	99	100				
cM capacity (veh/h)	107	412	858				
Direction, Lane #	EB 1	NB 1	NB 2	SB 1			
Volume Total		2		751			
	4		904				
Volume Left	2	2	0	0 7			
Volume Right	2	0	0				
cSH	170	858	1700	1700			
Volume to Capacity	0.03	0.00	0.53	0.44			
Queue Length 95th (ft)	2	0	0	0			
Control Delay (s)	26.7	9.2	0.0	0.0			
Lane LOS	D	A		0.0			
Approach Delay (s)	26.7	0.0		0.0			
Approach LOS	D						
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Ut	ilization		53.8%	IC	CU Level	of Service	
Analysis Period (min)			15				

#### **ATTACHMENT I**

#### TIF AGREEMENT LETTER FROM APPLICANT AND CURRENT TIF COSTS





March 20, 2006 LOS Engineering, Inc. 6342 Ferris Square San Diego, California 92121

Re: San Diego County TIF Program

To Whom It May Concern,

The applicant of County Gardens II agrees to participate in the San Diego County TIF Program. Such agreement is for mitigation of cumulative traffic impacts associated with the project.

Sincerely,

Karl Zinner Owner

## County of San Diego TRANSPORTATION IMPACT FEE PROGRAM

**TIF Rates by Community Planning Area** 

		TI	TIF RATE (\$/EDU)				
COMMUNITY PLANNING AREA	REGION	REGIONAL	LOCAL	TOTAL			
Alpine	South	\$2,986	\$1,627	\$4,613			
Bonsall	North	\$5,385	\$5,676	\$11,061			
Central Mountain	East	\$2,747	\$0	\$2,747			
County Islands	South	\$2,986	\$0	\$2,986			
Crest-Dehesa	South	\$2,986	\$903	\$3,889			
Desert	East	\$2,747	\$278	\$3,025			
Fallbrook	North	\$5,385	\$5,474	\$10,859			
Jamul-Dulzura	South	\$2,986	\$1,959	\$4,945			
Julian	East	\$2,747	\$0	\$2,747			
Lakeside	South	\$2,986	\$3,619	\$6,605			
Mountain Empire	East	\$2,747	\$0	\$2,747			
North County Metro	North	\$5,385	\$1,547	\$6,932			
North Mountain	East	\$2,747	<b>\$</b> 0	\$2,747			
Otay	South	\$2,986	\$593	\$3,579			
Pala-Pauma	North	\$5,385	\$1,060	\$6,445			
Pendleton-De Luz	North	\$5,385	\$7	\$5,392			
Rainbow	North	\$5,385	\$4,011	\$9,396			
Ramona	East	\$2,747	\$5,338	\$8,085			
San Dieguito	North	\$5,385	\$2,914	\$8,299			
Spring Valley	South	\$2,986	\$595	\$3,581			
Sweetwater	South	\$2,986	\$1,172	\$4,158			
Valle De Oro	South	\$2,986	\$4,145	\$7,131			
Valley Center	North	\$5,385	\$2,314	\$7,699			

**Regional TIF Rates** 

REGION	TIF RATE (\$/EDU)	
North	\$5,385	<< Originally \$4,857
South	\$2,986	
East	\$2,747	

**Trip Rate Factors** 

LAND USE	FACTOR	SOURCE
Residential - Single Family	12 trips / unit	SANDAG
Residential - Condominium & Multi-Family (1)	8 trips / unit	SANDAG
Residential - Retirement Community	4 trips / unit	SANDAG
Commercial - General (including Retail & Dining)	36 trips / 1,000 sf	City of SD
Commercial - Regional Shopping Center	38 trips / 1,000 sf	City of SD
Commercial - Community Shopping Center	70 trips / 1,000 sf	City of SD
Commercial - Neighborhood Shopping Center	60 trips / 1,000 sf	City of SD
Industrial - General (including Business Parks)	10 trips / 1,000 sf	SANDAG
Industrial - Manufacturing, Storage & Warehousing	4 trips / 1,000 sf	SANDAG
Industrial - Research & Development	8 trips / 1,000 sf	SANDAG
Office - Low Rise (up to 5 stories)	20 trips / 1,000 sf	SANDAG
Office - High Rise (6 or more stories)	17 trips / 1,000 sf	SANDAG
Recreation - Golf Course	7 trips / acre	SANDAG
Other	-	-